



**THE US AIR FORCE MISHAP PREVENTION
PROGRAM**

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This publication does not apply to the US Air Force Reserve or Air National Guard units or members.

SUMMARY OF REVISIONS

This document is substantially revised and must be completely reviewed.

AFI 91-202, 1 October 1995, is supplemented as follows:

3.1.3.2. Safety inspections of FOLs and RSs are the responsibility of 611 ASUS/QA, in conjunction with FOL or RS contractors. The 11 AF/SE, in conjunction with 3 WG/SE, will conduct periodic visits to FOLs and RSs. Periodic visits to FOLs during active flying deployments is desired.

7.11.2.4. (Added) (11TH). MOB, FOLs, and RSs which are owned and operated by, or under contract to, the USAF will be maintained in accordance with the habitat guidelines as set forth in AFP 91-212, *Bird Aircraft Strike Hazard (BASH) Management Techniques*. MOB, FOLs, and RSs may deviate from these guidelines to account for soil, climatic, or terrain features unable to support the AFP 91-212 prescribed habitat, when a sound risk assessment indicates positive benefit from the deviation, or the cost of modification of the existing habitat outweighs the potential decrease in risk. Modifications or deviations from the AFP 91-212 guidelines occurring at FOLs and RSs that are not the direct result of soil, climatic, or terrain features, will be staffed by 611 ASUS and 11 AF/SE and approved by 11 AF/CV. Approved FOL and RS deviations are listed in attachment 1, this supplement.

7.11.2.4.1. (Added) (11TH). Each MOB, FOL, or RS owned and operated by, or under contract to, the USAF will establish a bird exclusion zone (BEZ). This BEZ will be used as an aid in determining the bird watch condition (BWC) and will incorporate the area in which both passive and active harassment techniques will be employed. As a baseline, a BEZ should include a 1,000 foot buffer around all surfaces used for operation of USAF aircraft. MOB will include a description of their BEZ in their BASH plans and may deviate from the baseline BEZ, based on sound risk management. FOLs and RSs which are owned and operated by, or under contract to, the USAF will establish a BEZ for the purpose of declaring a BWC.

Due to the infrequent operations at a FOL or RS, the passive or active harassment techniques used at MOB's need not be employed on a continuing basis. Modifications or deviations to the baseline BEZ occurring at FOLs and RSs will be staffed by 611 ASUS and 11 AF/SE and approved by 11 AF/CV. Approved deviations at FOLs and RSs are listed in attachment 1, this supplement.

7.11.2.4.2. (Added) (11TH). MOB BASH plans will be reviewed annually, prior to the start of spring migration.

7.11.2.4.3. (Added) (11TH). An accurate BWC **MUST** be declared before any flying operation may occur at a MOB, FOL, or RS owned and operated by, under contract to the USAF. The meaning of each BWC may be found in AFP 91-212. The criteria for declaring **BWC MODERATE** is: concentrations of approximately 5 to 15 large birds (water fowl, gulls, ravens, or other birds of similar or large size), or approximately 15 to 30 small birds (starlings, sparrows, and so forth) within the BEZ, but not meeting the **SEVERE** criteria. **BWC SEVERE** should be declared when: any large bird or concentration of birds (including those in the **MODERATE** description) are on or above the runway, in the arrival/departure routes, or are at concentration in the BEZ greater than **MODERATE**.

7.11.2.4.4. (Added) (11TH). BWCs place the following restrictions on aircraft operations:

PHASE	BWC LOW	BWC MODERATE	BWC SEVERE
Takeoff	Normal OPS	Allowed Only When Departure Route Avoids Identified Bird Activity	T/O Prohibited W/O OG/CC Approval
Pattern and Landing	Normal OPS	Only If Arrival Route Avoids Identified Bird Activity. Discontinue Multiple Patterns Unless Specifically Approved By The OG/CC	Pattern and Landing Prohibited Without OG/CC Approval, Except In Emergency

7.11.2.4.5. (Added) (11TH). State, private, or leased airfields comply with Federal Aviation Administration (FAA) requirements for animal control and aircraft notification. Aircrews operating on these fields should use any means available to obtain updated animal information before landing/takeoff. The primary source of information should be through notice to airmen (NOTAM) and the control tower or supervisor of flying (SOF) (if available), followed by the appropriate flight service station (FSS), and finally UNICOM with other aircraft operating to/from the airfield. If satisfactory information cannot be obtained or the information is of questionable accuracy, visually inspect the field before landing/takeoff, if conditions permit. Aircrews who experience problems obtaining satisfactory information should report the incident to the 611 ASUS/LGE at 552-1739. The 611 ASUS will coordinate with the state, FAA, or appropriate parties on methods to alleviate the problem.

7.11.2.4.6. (Added) (11TH). Operations Into/From FOLs or RSs Will Comply With The Following:

7.11.2.4.6.1. (Added) (11TH). At two-way sites, **BWC MODERATE** may warrant an over flight of the field for visual inspection. If **BWC SEVERE**, aircraft will hold, situation permitting, until the wildlife is dispersed.

7.11.2.4.6.2. (Added) (11TH). At one-way sites, airfield conditions must be briefed prior to passing the point of commitment. If **BWC MODERATE** is called, the location of the wildlife, the weather, and other factors will be considered before committing to land. If **BWC SEVERE** is called the aircraft will hold, situation permitting, until the wildlife is dispersed.

7.11.2.4.6.3. (Added) (11TH). The 517 AS will maintain site tapes on Cape Newenham, Cape Romanzof, Sparrvohn, Indian Mountain, Tatalina, Cape Lisburne, and Tin City. These tapes help identify a point of commitment and potential locations for wildlife hazards. Aircrews viewing of these tapes is encouraged before a mission into one of these sites.

10.1.5. Any deployment to an FOL or RS, involving explosives or live munitions and not conducted in support of ANR 3310, *CINCNORAD COMPLAN 3310 Air Sovereignty and Aerospace Defense of North America*, or 11 AF OPLAN 92-2, COM 11 AF OpOrd 92-2, *Pony Express/Kennel Freelance*, **MUST** coordinate explosive and munitions storage with 11 AF/SE, prior to conducting the deployment.

10.1.7. Currently, explosive site plans exist for King Salmon, Galena, and Eareckson. New construction or the planned change-of-use of existing structures at these locations **MUST** be coordinated with 11 AF/SE.

A6.2.11.2. Are yearly award packages being submitted through the numbered Air Force (NAF) to PACAF, arriving at 11 AF by 15 October.

Attachment 1

HABITAT AND BEZ DESCRIPTIONS FOR FOBS AND RS

There are no requested waivers at the time of publication.

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Commander